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DETROIT

NEWS ISSUE

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a LOOK at the WEEK

Main deterrent to hiring workers, according to some manufacturers, is that people still sense no urgency in present defense build-up. They're wary about giving up steady work for defense jobs where they might be subject to sudden lay-off.

Manufacturers thought question of transport production under Controlled Materials Plan was settled, but they're not sure now. Airliners would have been left on "B" products list, but carry same materials allotment number as military transports on "A" list. Almost everyone was agreeable, but last word was that someone in NPA didn't like it.

Production of personal planes may be okayed under CMP (they're not on any list now) but total may be 2,000 yearly instead of recommended 2,500. The 20% cut is under consideration at Defense Production Administration.

Air Force got comparatively clean bill of health when Congressmen complained that rising cost of defense equipment reduced buying power of appropriations by 20-30% since Korea. AF equipment prices remain close to pre-Korea level because economies of large-scale production offset 20-25% cost increase.

Ultimate common system of air navigation and traffic control will be delayed and probably changed by 1952 appropriations cut from \$8 million to \$3.5 million for research and development. Previous target was 1963. Cut will put emphasis on interim system, and experience with it will result in better final system, Research and Development Board feels.

Heavy passenger loads have caused some airlines to reject mail, especially on coach flights. They're correcting it by blocking out seats.

War situation hasn't affected volume of trans-Atlantic air traffic. Only effect is that bookings aren't being made as far in advance.

Airlines' applications to government for five-year write-offs, for tax purposes, of new plane purchases haven't been acted on yet. They're being reviewed by Undersecretary of Commerce Del Rentzel's office.

Wiggins Must Sell to Robinson

CAB has told Wiggins Airways, New England local service line, that it must sell out to Robinson Airlines Corp. or its certificate won't be renewed.

"Sell or else" notice was given Wiggins by Gordon Bain, director of CAB Air Operations Bureau, who presumably was speaking for CAB. He said mail pay would take care of any operating financial losses. Joseph Gar-side, Wiggins president, was said to be preparing to issue a letter of intent to Robinson, which flies local service routes in New York.

Wiggins started in 1949 with six twin-engined Cessnas but didn't get all its 635-mile system into operation until 1950. Certificate was to have expired Mar. 31, 1951 but CAB extended it 60 days pending renewal decision. Although no order was issued, it is reported that CAB decided not to renew a few weeks ago while D. W. Rentzel was still chairman.

Wiggins had wanted to switch to DC-3's but was turned down informally by CAB, which also vetoed later plan to buy de Havilland Doves. Company hoped eventually to use helicopters.

American Helicopter Wins Competition

American Helicopter Co., Mesa, Ariz., won Army design competition over seven other companies for a collapsible, lightweight, jet helicopter. Single-place craft will be capable of being loaded aboard a jeep in its collapsed state, will be easy to assemble in the field, and will operate on standard fuel used by Army ground vehicles.

Board Rejects Cut in AA Pilot's Hours

Presidential Emergency Board recommended against reducing monthly flying hours of American Airlines' pilots without a pay cut, but urged that co-pilots receive raises averaging \$1,800 yearly.

Air Line Pilots Association viewing AA case as precedent, pushed hard for so-called "mileage limitation." Pilots would have definite limit on miles flown with various types of planes, thus reducing their flying hours with no pay cut.

Board's recommendations aren't binding. AA and ALPA must maintain status quo for 30 days after issuance of report. Next step on pilots' part could be a strike.

Board's principal recommendations:

Flying Time: Reduction rejected. Board called attention to pilots' average of 3½ or more days off duty each week, stated that U. S. is in state of emergency during which citizens are expected to work longer and produce more. At a time when there's a critical pilot shortage, working hours shouldn't be cut, it said, adding that limitation would reduce hours from present 85 maximum to 70.8 on Convair, 69.7 on DC-6.

Co-Pilot Pay: Increase urged. Co-pilots called "forgotten men" who are practically "co-captains." Pay plan should parallel that of captains. Recommended \$350 per mo. in first year, \$400 in second, against present \$290 and \$360. In third year they should get all flight pay components received by captains, except that this pay shall be 55% of captains.

On-Duty Time: Pilot demands recognized. Recommended time be limited to 14 consecutive hours in any 24, except in emergency when it may be 16. All pilots should

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get minimum of four separate periods monthly of not less than 48 consecutive hours free of all duty at home base.

New-Type Contract: "No-strike no-lockout" contract urged, with grievance machinery permitting settlement of disputes by arbitration.

DC-6B: New plane's speed pegged at 275 mph (subject to revision) and under existing pay formula pilots would receive \$25 per mo. more for flying 80 hrs., half day and half night. AA captains are now flying under this formula, worked out by Board as special mediation task.

Faster Planes: Recommended AA-ALPA study to determine effect of introducing planes of 325 mph or more on job content of pilots and unemployment possibilities. If agreement isn't reached, at least facts can be developed on which subsequent Board or other tribunal could act.

More Benefits: Favored increased vacation allowances for captains, more free time for all pilots, minimum pay guarantee, improved sick leave, furlough allowances for pilots with two or more years' seniority, increased meal allowances.

Board's chairman was David L. Cole, Paterson, N. J. Members were Frank P. Douglass, Oklahoma City, and Aaron Horvitz, New York, with D. B. Straus, New York, as executive assistant.

CAA Sets New Limits on Plane Seats

In a move which it says will provide safer operations through more realistic evacuation data, CAA has established new criteria for determining maximum number of persons that may be carried in transport planes.

Previously, emergency evacuation was based on a wheels-retracted condition with 90 seconds allowed for complete removal of passengers and crew. Now, CAA has told its regions, a wheels-extended condition will be used with resultant reduction in permissible loads.

CAA designated maximum number to be carried with a provision that higher passenger capacity will only be authorized following specific evacuation to determine compliance with 90-second ruling. Maximums are:

Boeing 377	86	Douglas DC-6	76
Convair 240	51	Lockheed Constellation	87
Douglas DC-3	31	Martin 2-0-2	41
Super DC-3	35	Curtiss C-46	67
Douglas DC-4	83		

TOAL Puts 2-0-2's in Domestic Service

Transocean Air Lines has entered domestic irregular passenger operations with two Martin 2-0-2's leased from Northwest Airlines. Flights are primarily between New York and San Francisco and Los Angeles via Chicago and Kansas City. Company is charging coach fares. Previous TOAL operations have been in international field with C-54's.

American Aviation

News Issue



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C-W Gets Extruded Blade Orders

First commercial use of Curtiss-Wright's newly-announced extruded hollow steel propeller blades will be on KLM Royal Dutch Airlines' nine Super Constellations. Planes, to be delivered next year, will use Curtiss C634S-C400 propellers, 15 ft. in diameter.

C-W also revealed "substantial production order" from Air Force for extruded blade props for piston engined Douglas C-124's in addition to initial installation in prototype turbo-prop YC-124B.



MANUFACTURERS

C-123 Production: Chase's C-123 transport will be built at Kaiser-Frazer's Willow Run plant, which will keep on with Fairchild C-119 production until another Fairchild plant at Chicago, owned by USAF, is ready to handle the Packet. Fairchild will also expand its Hagerstown plant.

Terrier Missile: Consolidated Vultee's "Terrier," two-stage rocket designed for shipboard launching against attacking planes, has been ordered into production by the Navy.

Aluminum Investigation: Reports that some major aircraft manufacturers are holding more than the permitted 60 day supply of aluminum are to be investigated by the National Production Authority. NPA estimates, however, that it has obtained at least 95% compliance with its control orders.

Plant Requests: The House Armed Services Committee has been asked to approve \$35,000,000 for a Navy engine plant at Detroit and \$3,900,000 for a helicopter factory at Bloomfield, Conn. If approved, Chrysler Corp. will operate the Detroit installation. Manufacturer to operate rotary-wing facility was not disclosed.

Canberra Contract: Hearings on the fourth fiscal 1951 supplemental appropriation disclosed that The Glenn L. Martin Co. will get an initial \$25,000,000 facilities contract to prepare for production of the B-57A. Size of the facilities contract foretells large-scale production of the Canberra.

Single-Seat F-94: Air Force confirms earlier reports that a single-seat version of the Lockheed F-94, designated the F-94D, has been ordered into production. It will be powered by a Pratt & Whitney J-48.

Nuclear Course: Seven companies in the aircraft industry will send representatives to Atomic Energy Commission's course in nuclear engineering in September. Included are Boeing, Consolidated Vultee, Douglas, North American, Pratt & Whitney Aircraft, Brown Instruments Division of Minneapolis-Honeywell and A. O. Smith Corp.

People: Leland R. Taylor, assistant to the president of North American Aviation, replaces Richard W. Darrow of The Glenn L. Martin Co., as chairman of Aircraft Industries Association Public Relations Advisory Committee.



PLANES & EQUIPMENT

Mig Engine Superior: Jet engine in Russia's Mig-15 fighter is superior to anything U. S. has available today, according to Gen. Hoyt S. Vandenberg, Air Force Chief of Staff. He added that U. S. pilots have advantage in training and gunnery control, factors which account for their success against Mig-15's in Korea. Mig's engine is reportedly late development of Rolls Royce Nene sold to Russia in small quantities five years ago. Reds made "marked improvement" in Nene "probably with help of German technicians," he said.

British Jet Bomber: The Vickers 660, believed to be Britain's first jet bomber capable of carrying the atom bomb, has made its first test flight. Already ordered in substantial quantities by the RAF, the plane reportedly flies at 600-mph at 50,000-60,000 feet.

Oil Re-refining: The Air Force is planning to re-refine used oil drained from its planes because cost is only about half that of new oil. About 35,794 barrels may be saved this year by using the process.

XB-52 Progress: First of eight Pratt & Whitney J-57 engines is being shipped to Boeing Airplane Co. plant in Seattle for installation in XB-52 jet bomber. Fuselage, wings and tail surfaces of the XB-52 are complete, and plane will definitely fly late this year if engines arrive on schedule. Production models will be built at Seattle. Meanwhile Boeing is preparing to wind up B-50 production although scores of Superforts are returning for modifications.

Newer Packet: A new model of the Fairchild C-119 is being developed. It will have a larger wing and fuselage, higher gross weight and may be powered by either two or four engines.

C-120 Tests: Phase 2 flight tests have been completed at Wright-Patterson AF Base on the Fairchild C-120 Pack Plane.

Twin-Bonanza Suitability: Army Board No. 1 at Fort Bragg, N. C. is conducting suitability tests on the newly type certificated Beech Twin-Bonanza.

New Control System: New turboprop control system designed to improve the plane's water handling and flight characteristics has been installed in the Consolidated Vultee XP5Y-1 flying boat. Flight tests have been resumed.



MILITARY

FEAF Changes: Lt. Gen. Otto P. Weyland replaces Lt. Gen. George E. Stratemeyer as commanding general of Far East Air Forces. Maj. Gen. Frank F. Everest succeeds Lt. Gen. Earl E. Partridge as commander of Fifth Air Force, and Partridge takes over from Maj. Gen. David M. Schlatter as commanding general of Air Research and Development Command. No new assignment yet for Schlatter. Stratemeyer is hospitalized with a heart condition.

Lake Charles Base: USAF has agreed to joint military-civil use of the Lake Charles, La., airport, following recommendation by ACC's Airport Use Panel. Strategic Air Command will activate the base as soon as right of entry is obtained from Army Engineers.

Office Moves: Air Force's Eastern Air Procurement District has moved to new quarters at 655 Madison Avenue, New York.



CONGRESS

AF Funds Cut: Senate Appropriations Committee cut \$41,733,000 from Air Force funds in House-approved version of fourth fiscal 1951 supplemental appropriation (H. R. 3482). It left untouched \$700 million AF and \$508 million Navy money for construction of aircraft and related procurement. A \$20 million cut was made in "major procurement other than aircraft." Committee criticized prices AF was paying for such items as fire crash trucks, snow plows, oxygen trucks, etc. Other reduction, \$18,336,000, was made at AF's request. It explained it had canceled plans to build technical training school at Ft. Snelling, Minn., because Interdepartmental Airport Use Panel decided that traffic, runway situation and instrument landing requirements at nearby Wold-

Chamberlain Field, Minneapolis, wouldn't permit installation of the school. House accepted Senate amendments and bill was sent to President for signature.

Separation Bill Drafted: New domestic subsidy-mail pay separation bill is being drafted by Senate Interstate and Foreign Commerce Committee and will be introduced in Senate coincident with release of Ernst & Ernst report on separation. This report is said to support feasibility of separation on a community basis and to provide a formula for such separation once a service rate for mail carriage is determined.

War Risk Bill Passes: Congress passed and sent to the White House S. 435, which authorizes Secretary of Commerce and Civil Aeronautics Board to issue government insurance on aircraft and personnel operating into war danger zones.



AIRLINES

Atlantic Fares Approved: International Air Transport Association traffic conferences at Bermuda gave final approval to North Atlantic fare plan (News Section, May 28). Included are tourist service to start Oct. 1, 1952 at fare of \$225 to \$250 New York-London, and \$20 regular fare increase to \$395, effective Oct. 1, 1951.

Interchange Delayed: American-Continental-Braniff interchange between Houston and west coast, scheduled to start May 20, was delayed by pilot negotiations, the carriers announced.

EAL Planes to Navy: Eastern Air Lines made final arrangements to transfer to Navy 13 high-density Douglas C-54B's before end of summer. Seventeen planes were originally acquired by EAL from War Assets Administration on five-year lease. Four, which had been converted to cargo planes, were ordered into Pacific airlift after outbreak of Korean war. Navy recently recalled other 13.

Warning on Fares: Early meeting of CAB members and airline officials to discuss "grave" passenger fare situation raised by new daylight coach proposals of American, TWA and National was urged by Paul Brattain, vice president of Eastern Air Lines, who said "entire industry fare level and structure is at stake." He complained of AA's plan to add second transcontinental DC-6 coach via Dallas on June 4, TWA's second Connie via St. Louis June 10, and NAL's Miami-New York DC-6 daylight coach now under CAB investigation.

Philippines Curb PAA: Reports from Manila state that Philippine Civil Aeronautics Board ordered Pan American World Airways to stop carrying traffic, starting June 7, between Manila and foreign countries which are not U. S.-Philippine intermediate points. These include Hong Kong, Bangkok, Calcutta and New Delhi. Action was said to be based on contention that PAA operates by franchise, not bi-lateral agreement, and that PAA operations exceed the franchise. Neither PAA nor State Dept. had received word of the action. Latter pointed out, however, that there is a U. S.-Philippines bi-lateral covering PAA operations.

People: Herbert J. Lyall, Jr. promoted to passenger sales director for American Airlines system, effective June 1. Richard W. Baker, San Francisco district sales manager, succeeds Lyall in like capacity in New York.

Airline Salaries

Following are 1950 airline salaries as reported to CAB:

Pan American World Airways

J. T. Trippe, pres. and dir., \$21,636 salary (up \$1,666), \$2,200 bonus and indirect compensation; S. F. Pryor, v.p., asst. to pres., and dir., \$26,000 salary, \$13,050 bonus and indir.;

H. M. Bixby, v.p. and dir., \$13,000, \$6,750 bonus and indir.; **H. B. Dean**, v.p. and dir., \$6,250 (down \$18,750—terminated services 3/21/50), \$100 bonus and indir.; **F. Gledhill**, v.p. and dir., \$24,044 (up \$44), \$12,200 bonus and indir.; **E. Balluder**, v.p., \$21,133 (up \$133), \$8,000 bonus and indir.; **J. C. Leslie**, v.p. and dir., \$22,500, \$6,100 bonus and indir.; **J. H. Towers**, v.p., \$200,000 (up \$2,500), \$5,000 bonus and indir.; **H. J. Friendly**, v.p. and general counsel and dir., \$25,000, \$13,000 bonus and indir.; **H. P. Morris**, secy. and general attorney, \$13,000, \$2,500 bonus and indir.; **J. S. Woodbridge**, comptroller, \$18,000, \$6,000 bonus and indir.; **R. G. Ferguson**, treas., \$17,500 (up \$1,750), \$6,000 bonus and indir.; **W. G. Lipscomb**, v.p. traffic and sales, \$20,088 (up \$88), \$7,500 bonus and indir.; **A. A. Priester**, v.p. and chief engineer, \$20,000, \$5,000 bonus and indir.; **W. L. Morrison**, v.p. Latin American Div., \$22,088 (up \$88), \$10,000 bonus and indir.; **H. E. Gray**, v.p. Pacific-Alaska Div., \$20,088 (up \$2,588), \$8,000 bonus and indir.; **C. M. Young**, v.p., \$15,877, \$3,000 bonus and indir.; **W. L. Bond**, v.p. Orient, \$18,000 (down \$1,500—resigned 12/31/50); **H. R. Harris**, v.p. Atlantic Div., \$6,597, \$2,000 bonus and indir.; **A. M. Archibald**, asst. v.p. and asst. secy., \$12,250 (up \$750), \$3,500 bonus and indir.; **J. C. Cone**, asst. v.p., \$15,000, \$3,500 bonus and indir.; **W. J. McEvoy**, asst. v.p., \$12,000, \$2,500 bonus and indir.; **H. H. Berke**, asst. v.p., \$16,044 (up \$44), \$4,000 bonus and indir.; **J. D. Fenton**, asst. v.p., \$14,711, \$4,000 bonus and indir.; **A. Hiatt**, asst. comptroller, \$11,000, \$1,500 bonus and indir.; **R. P. Monson**, asst. treas., \$12,000 (up \$1,084), \$3,000 bonus and indir.; **G. Titsworth**, asst. treas., \$2,375, \$250 bonus and indir.; **E. G. Rothrock**, asst. secy., \$7,800 (up \$275), \$500 bonus and indir.; **J. J. Cantwell**, asst. secy., \$7,000 (up \$50), \$500 bonus and indir.



CIVIL AERONAUTICS BOARD

Actions

- **All American Airways'** certificate effective date for new Atlantic City-New York route advanced from July 9 to June 1, at request of carrier.

Applications and Petitions

- **Bonanza Air Lines** applied for immediate back mail pay award of \$88,000 and increase in current rates to 73.11c per plane mile. As of Mar. 31, carrier said it had cash on hand of less than \$3,500 and working capital deficit of \$158,000.
- **Robinson Airlines** applied to CAB for permanent certificate or a five-year renewal of present certificate for local service route No. 94, which expires June 28, 1951. Filing assures continuation of operating rights at least until final decision by CAB on renewal request.
- **Central Airlines** amended certificate renewal application by proposing (a) five-year extension beyond date of final CAB order in the renewal proceeding and (b) new segments beyond Texarkana to Memphis and Shreveport. Central's present certificate expired May 14, 1950, but operations have continued pending disposition of renewal application.
- **Chicago and Southern Air Lines** asked CAB to investigate possibilities of transferring El Dorado and Pine Bluff from Route 8 to Central Airlines' proposed Texarkana-Memphis route. Intermediates on C&S' Houston-Memphis route, points are now served by one daily round-trip flight.

Examiners Reports

- **All American Airways** recommended for certificate for service between Harrisburg and Scranton/Wilkes-Barre, Pa., by Examiner Ralph L. Wisner. AAA presently serves points on separate route segments. Wisner voted against inclusion of Hazleton as an intermediate on the new segment at this time.

Alaska, PNA to U. S.: Pacific Northern Airlines and Alaska Airlines have been certificated to operate between Alaska and Seattle/Portland, in a decision revised by president Truman. Certificates, effective in 60 days, expire Dec. 13, 1953. PNA received route between Anchorage and Seattle/Portland via Juneau, Yakutat and Cordova. Alaska will fly non-stop from Fairbanks to Seattle/Portland. When CAB decisions went to White House last September, PNA was recommended, Alaska denied. Truman favored Alaska, however, because he said service is needed for defense. Northwest now flies Seattle-Anchorage, Pan American Seattle-Fairbanks.

NAL Gets Havana Non-Stop: National Airlines received CAB okay to fly non-stop New York-Havana and between Havana and other domestic points on route 31. Award is effective in 60 days. NAL has been required to stop all Havana trips at Miami or Tampa. Pan American and Eastern had objected to non-stop, but CAB said diversion would be "too inconsequential" to hurt them.



CIVIL AVIATION

Range Shutdowns Opposed: Strong protest has been made by Aircraft Owners and Pilots Association against CAA proposal to close down many low frequency radio ranges as omni-range facilities are commissioned. AOPA says industry would suffer because present VOR's don't have wide coverage now available from LF facilities, decommissioning program makes no provision for dissemination of weather information, and availability and cost of airborne equipment for personal plane operators poses a real problem. CAA Administrator **Charles Horne** replied that AOPA had been invited to participate in industry discussions of the problem but "thus far has not seen fit to take advantage of the opportunity to express its views." Invitation still stands, he said. CAA pointed out that no decommissioning is scheduled until next April and at that time only 53 of 378 ranges would be discontinued.

Near, Penlon Die: Al Near, 54, director of airports with Louisville and Jefferson County Air Board, died May 27 of cerebral hemorrhage. **Rox D. Penlon**, president of Aerial Engineering Co., San Francisco, died in a personal plane accident the previous week. Both men were directors of National Aeronautic Association. Board vacancies won't be filled until NAA annual meeting late this summer.



FINANCIAL

Manufacturing

Fairchild Engine and Airplane Corp. had 1950 net of \$3,094,768, most profitable year in its history, against 1949 net of \$1,575,328.

Aeroquip Corp. reported \$408,738 profit for six months ended Mar. 31 on \$5,879,458 sales, against \$308,096 net on \$3,226,000 in same period last year.

Airlines

Northwest Airlines' April profit \$116,227 against \$498,944 loss in same 1950 month. Improved load factors and lower operating costs resulting from reduction in miles flown contributed to April profit.

National Airlines reports unaudited April net profit of \$342,025 after \$303,305 for taxes and \$135,971 depreciation, against \$344,793 net in same 1950 month after \$119,593 depreciation. April profit brings NAL net for first 10 months of fiscal year to \$2,421,158 against \$501,638 profit in same period of previous fiscal year.

Mid-Continent Airlines first quarter net \$31,616 on \$2,170,335 revenues against \$39,484 net on \$1,743,831 in same 1950 period.

Empire Air Lines reported \$2,624 profit for 1950 against \$68,122 net in 1949.

Wiggins Airways lost \$66,955 in 1950, including \$56,569 amortization of preoperational cost.

Trans-Pacific Airlines lost \$104,216 in 1950.



AROUND THE WORLD

SAS Set-Up Completed: Newly-integrated Scandinavian Airlines System's management has been completed as follows: top management under board of directors includes **Per A. Norlin**, president, and **Per M. Backe** and **V. J. Rasmussen**, senior vice presidents. New vice presidents are **E. Grut**, for overseas affairs, and **P. Beck Nielsen**, European affairs. Major department heads are **K. Hagerup-Svendsen**, operations; **Johannes Nielsen**, traffic; **E. Gloersen**, sales; **H. Bernstrom**, economics; **T. Sorensen**, finance.